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East.

No. 16853, 號三十五百八千六萬一第 日二十二月三年子壬 HONGKONG, WEDNESDAY, MAY 8th, 1912. 三拜禮 號八月五年二十百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 26th October, 1906. [575]

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[a761]

S.M.R.

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[257]

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[1134-2]

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[a42]

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[a713]

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Perfect Sanitation.
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Thoroughly Renovated.
Terms Moderate.
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H. HAYNES,

Manager.
Hongkong, 4th January, 1912. [157]

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A FIRST CLASS AND UP-TO-DATE
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TELEPHONE No. 177.

TELEGRAPHIC ADDRESS:—"COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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M. J. NATHAN,
Manager,
Formerly of the Palace Hotel,
Shanghai.

Kowloon, 25th April, 1912. [536]

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Hongkong, 31st July, 1907. [576]

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But the chief point of interest at the present moment is, in the first place, the amount of the deficit, and next, the manner in which the Government proposes to meet it. From the address of the President it is impossible to gather exactly what the amount of the deficit really is, but from the address of the Finance Minister to the Chinese journalists assembled at Shanghai we learn that the amount is approximately Tls. 170,520,000. In addition to this, a sum of Tls. 110,000,000 needs to be provided, one-fifth of it to meet obligations on foreign loans in arrears from September, 1911, to February, 1912; the remainder to meet expenses incurred in connection with the military operations in the Revolution. There is thus a total deficit amounting to Tls. 280,520,000. The Finance Minister explained to the journalists that this constituted a dangerous state of affairs—as well it might—and that the only means of meeting the situation was (1) by increased taxation; (2) by a foreign loan; and (3) by issuing more paper currency. We gather that he concluded that only one of these three ways was open to the Government, and that was to raise a foreign loan. Then he expatiated on the difficulties in the way of raising the loan, explaining that security would have to be given, and as the people were opposed to pledging the revenue derived from taxation and grain, there was nothing to pledge but the reformed salt monopoly and the salt gabelle. Then, the lenders of foreign capital would demand the employment of foreign financial advisers, and require the Government to show to their satisfaction how the money lent is employed. Public opinion, he went on to say, was divided. On the one hand, there is extreme opposition to foreign loans; on the other hand, there are those who would welcome foreign capital if employed in productive enterprises, and his duty was to effect a compromise, for indemnity payments, military expenses, etc., could not be further postponed without danger. The Minister unfolded his plans, which include the establishment of State and private banks to relieve the money market and assist the trade and industries of the whole of China; the redemption of all paper currency in the provinces; a reorganisation of taxation; the increase of customs taxes; abolition of likin, and the institution of stamp duties; finally, to enforce economy in the public expenditures. Many of these recommendations were dwelt upon by the President in his speech to the Advisory Council. He advised improvement of the land regulations in order to lighten the burden of the people, proper surveys of land, a new scale of taxation and reform of the currency into a unified system under a small number of financial experts, and he suggested that foreign financiers should be employed in order to ensure a proper budget and correct accounting. He dwelt upon the importance of industrial development, recommended subsidising industries, and the reform of the mining and commercial laws of the country. We have frequently said that the best hope for reform in China lies in the growing exigencies of her financial condition. No large amount of foreign capital is likely to be lent to China without adequate guarantees for a thorough reform of the administration of the country, and though, by insisting on these conditions and on obtaining adequate guarantees that they will be fulfilled, the Powers interested in the prospective loans may incur the displeasure and ill-will of a very large proportion of the present generation in China, there can be no doubt that, as education spreads in the country, it will be more and more recognised that the Powers by their action in compelling the introduction of much-needed reforms, have rendered to China invaluable service, which will earn in years to come the gratitude of large numbers of patriotic Chinese now living, who at the present time perhaps lack the knowledge and the foresight which would enable them to view the question in its proper light.

R. G. Knowles, the great American comedian, who has become such a British favourite, opens a series of five entertainments at the Theatre Royal to-night. He is accompanied by other star artistes.

Mr. E. C. Davis, head of the firm of Messrs. Samuel, Samuel & Co., in Japan, was presented recently with a handsome silver salver and an illuminated address from the staffs of the firm in Yokohama, Kobe, Shimonoseki and Taipei, on the occasion of his retirement.

The "Altar to Heaven," one of the famous sights of Peking, is to be made into a public park, according to a Chinese newspaper, and the "Altar of Prayer for Grain" is to be made into an agricultural experiment ground. These two altars were the scene of the most notable annual sacrificial ceremony of the Manchu Emperors.

Here is a paragraph which needs explanation. It is taken from the *Manchuria Daily News*, and is in the form of a telegram dated April 20th from Hankow. "Loads of ammunition packed in cases of a Japanese brand of beer and consigned by German merchants to Viceroy Sheng-yin, were noticed passing through Tatungfu westward."

Carroll H. Lamb, formerly director of the Iwahig penal colony, Philippine Islands, has been sentenced by the court of first instance of Palawan to one year's imprisonment in Bilbid for malversation of 2,745 pesos of public funds while he was still a government official. The sentence also carries a fine of 1,000 pesos and obliges Lamb to make restitution of the amount of the shortage in his accounts. Lamb has appealed from the decision.

The prizes offered by the *Matin* for the Peking-Paris aeroplane race are as follows:—First, £4,000; second, £1,000; and third, fourth, and fifth, £400 each. Only French firms will be authorized to compete, and each firm will have the right to enter three machines with two pilots for each. Entries have been already received from the firms of Borel and Hanriot. The chief places on the proposed route, after leaving Peking, are Kharbin, Irkutsk, Tomsk, Moscow, Warsaw, Vienna, Trieste, Venice, Genoa, Marseilles, Lyons, and Paris.

Referring to the appointment of Admiral Sir Hedworth Meux, as Commander-in-Chief at Portsmouth a London paper remarks:—When he was made Admiral he was the youngest flag officer in the Service. Sir Hedworth has always been popular with his men, and is one of those officers who make "comfortable ships." There is a blithe story of the days when he commanded the *Victoria* and *Albion*. It was a broiling Sunday in August, and Captain Lambton read the service on the upper deck of the Royal yacht. He came to the Lord's Prayer, the men kneeling on the deck, with their caps off. In the very middle of the prayer, without a change of intonation or accent, he said to his men, "If anybody feels the sun, they may put their caps on."

DEATH OF CAPTAIN RAFFERTY.

Many in Hongkong and elsewhere in the Far East will regret to learn the news of the death of Captain J. Rafferty, a popular commander in the service of the Glen Line. Captain Rafferty was found dead in his cabin on the *Glenesk*, when the ship was a day from Port Said on the outward voyage. Death was due to heart failure. The body was brought on to Port Said and buried there. Captain Rafferty, who was about fifty years of age, and had been on the Eastern run many years, was well known in the Eastern ports, and greatly respected by all who knew him. Captain Rafferty was a married man, and deep sympathy will be felt for his widow and family.

Mr. E. E. Williams, the chief officer, is now in command of the *Glenesk*.

BILLIARD TOURNAMENT AT THE SEAMEN'S INSTITUTE.

A billiard tournament has been arranged at the Seamen's Institute, the first heats to be played on Monday next. A sum of \$800 has been spent on the two billiard tables, which are now in first-class condition. This is the first of a series of tournaments which it is hoped to hold at the Institute. Prizes have been given by the following:—Messrs. Gande, Price & Co., silver cup; Messrs. Gaupp & Co., silver cigarette case; Messrs. Lane, Crawford & Co., billiard cue; British-American Tobacco Co., a box of cigarettes; and Rev. C. E. Thompson, B.A., a silver spoon for the highest break. The entrance fee is 50 cents, the game is 250 up and 50 cents is charged for the use of the table. More young players will be welcomed, but the Committee reserve to themselves the right to bar any who have won similar competitions in the Colony.

For stealing 24 lbs. of rice from the premises of the Kowloon Godown Co. a Chinese was yesterday sentenced to three weeks' imprisonment.

A Chinese who was unable to satisfactorily explain where he obtained five lbs. of sugar candy valued at \$1 was yesterday fined \$5 or fourteen days' imprisonment.

Lieut.-Col. Sir Matthew Nathan, G.C.M.G., formerly Governor of Hongkong, recently opened a synagogue on Hospital Hill, Aldershot, for the use of Jewish soldiers.

Two Chinese were charged yesterday with being in unlawful possession of 100 revolvers and 15,000 rounds of ammunition, and with having imported the arms in question into the Colony. The second defendant was further charged with having offered a bribe of \$4 to the revenue officer who arrested him.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CANADIAN AND AMERICAN RECIPROCITY.

ATTACKS ON MR. BRYCE.

LONDON, May 7th.

Mr. Asquith, replying in the House of Commons to questions, vigorously repelled the suggestion that Mr. Bryce was committed to American-Canadian reciprocity. Obviously he knew nothing of the correspondence between President Taft and Colonel Roosevelt. Mr. Bryce had nothing to do with influencing the views or policy of the Laurier Cabinet, but in pursuance of his plain duty he communicated from time to time with the Canadian Ministers when they were in conference at Washington. He gave advice and assistance when asked, but never interfered with the Conference. He performed his duties in such a way that inspired the confidence of Canada in the British Ambassador at Washington.

Prior to the adjournment of the House, Mr. H. P. Croft, M.P., raised the question of reciprocity and criticised the attitude of Mr. Bryce, whom the Unionists attacked as they attacked the Government for neglecting to watch Imperial interests. It was essential that after the Canadian verdict that Mr. Bryce should be promoted to another sphere.

Sir Edward Grey, in reply, said that he was most concerned to repudiate the most unfair attacks made upon Mr. Bryce. The Government was able and ready to defend itself in the country. Mr. Bryce rendered a great Imperial service, and he was convinced that Canada appreciated the value of Mr. Bryce's support of Canadian interests.

THE ITALIAN LANDING IN RHODES.

LONDON, May 7th.

A Rome message states that the Italian casualties in the landing at Rhodes amounted to one killed and six wounded, the Turkish casualties being 23 killed and 49 wounded and 57 being taken prisoner. The Governor surrendered after he had been given an hour for consideration. Then the bluejackets occupied the town and were well received. General Ameglio published a proclamation and took measures for the continuance of the public services.

The Italians have now landed at Lachania, the southern part of Rhodes.

LATER.

Reuter's correspondent at Constantinople wires that Turkish official accounts states that the landing was opposed but that the Turks were compelled to retreat to the hills, whence it is expected to conduct a guerrilla warfare with the garrison of 3,000 which is plentifully supplied with provisions and ammunition.

THE FRENCH IN MOROCCO.

LONDON, May 7th.

The French casualties in the encounter with Moors at Elmaaziz were 27 killed and 30 wounded.

LATER.

French reinforcements are proceeding to Fez from Tunis and Algeria.

CHINESE REFUGEES FROM MEXICO.

LONDON, May 7th.

A Washington message states that the American authorities have admitted 280 Chinese refugees from Mexico at Eagle Pass. They will be under Government supervision.

A LENGTHY SUIT.

LONDON, May 7th.

Reuter's correspondent at New York telegraphs that the suit at the instance of the United States Government for the dissolution of the Steel Trust has been opened. It is expected to last two years.

OBITUARY.

LONDON, May 7th.

The death has just taken place of Mr. Henry Oppenheim, the great financier, who was confidential adviser to Khedive Ismail and was associated with Great Britain's purchase of the Suez Canal shares.

[THROUGH REUTER'S AGENCY.]

THREATENED STRIKE OF P. & O. SAILORS.

LONDON, May 7th.

A deputation of the Sailors and Firemen's Union waited upon the manager of the P. and O. Company and demanded an increase of wages for white seamen. They threatened that if the reply of the directors was not favourable the whole force of transport workers would be brought to bear upon them.

BRITISH PARLIAMENTARY DEVOLUTION.

LONDON, May 7th.

Mr. Asquith assured a deputation of Scottish Home Rulers that the Government were determined to proceed with the utmost speed to a scheme of devolution, which would be necessary as a consequence of Irish Home Rule.

BRITISH NAVAL MANOEUVRES.

THE KING TO COMMAND.

LONDON, May 7th.

A great fleet is gathering at Weymouth Bay to await the King's coming to-morrow. Intense interest is being manifested as the King is commanding. The manoeuvres are on a war footing—no conventional naval review—and the naval aviators are busy practising.

THE IMPERIAL TRADE COMMISSION.

LONDON, May 7th.

The first meeting of the Imperial Trade Commission will be held in the middle of June. The work at the outset will be in the United Kingdom, then they will proceed to Australia in the autumn, afterwards going to Canada, while South Africa should be reached in 1913. It is hoped that the report will be completed for the Imperial Conference in 1915.

CELEBRATING KING GEORGE'S ACCESSION.

LONDON, May 7th.

World-wide celebrations of the anniversary of the accession of King George took place on Monday. An impressive memorial service in memory of the late King Edward took place at St. George's Chapel, Windsor. It was attended by King George and Queen Mary, Queen Alexandra, and many other members of the Royal Family.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 7th.

A Baltimore message states that the early returns of the Ohio primaries show that Mr. Roosevelt secured 40 and President Taft 14 delegates.

LOCAL.

RANJIT'S RETURN TO CRICKET.

LONDON, May 7th.

While the game between Marylebone and Yorkshire was in progress at Lords yesterday morning, Ranjitsinhji received a great ovation on coming out to practice at the nets, showing an easy style and certainty of timing.

ENGLISH RACING.

LONDON, May 7th.

The betting at midnight for the Jubilee Handicap was 25 to 1 against Donniethorne.

"THE GRIM WAYS OF INTERNATIONAL USURY."

We begin to get glimpses of the morass into which the loan operations in Peking are likely to lead the Powers. Reuter's telegram from Tokyo to-day (12th April) says that Japan demands the recognition of her special interests in Manchuria, and the exclusion of that province from the operations of the loan syndicate. If these terms are conceded she will participate in the loan. What, then, becomes of Chinese sovereignty in Manchuria, if she is not even allowed to borrow money on the resources of that province? The world is familiar nowadays with the subtle distinction between "spheres of influence" and the rest of it; but to " earmark " a province on the strength of an incomplete loan operation is quite a new method of acquisition. These are the grimy ways in which international usury involves us. The next thing we shall doubtless see is the wondrous sight of the Foreign Office assenting to the tacit alienation of Manchuria.—*Pall Mall Gazette*.

THE REV. F. T. JOHNSON'S DEPARTURE.

FAREWELL ADDRESS AND PRESENTATION.

Yesterday morning a number of ladies and gentlemen connected with St. John's Cathedral and others met in the music room of the City Hall to bid farewell to the Rev. F. T. Johnson, who has been chaplain to St. John's Cathedral for over 13 years, and to present him with an address and a cheque for \$1,500 subscribed for by friends and well-wishers in the community.

The Hon. Mr. E. Osborne, who presided, said—Mr. Johnson, like all good men and true, you possess, I know, a natural antipathy to hearing your virtues extolled in public. "We, your friends here to-day, are going to inflict upon you the necessity of hearing us say how much we regret your departure from the Colony, how much we appreciate the good work that you have carried on during your thirteen years in Hongkong, how much we appreciate the sympathy and the kindness which you have extended to all those in distress, how very much we hope you will be restored to complete health and to live a long and happy life.

Mr. Osborne then read the Address as follows:—

"ST. JOHN'S CATHEDRAL, HONGKONG."

To the

Rev. F. T. JOHNSON, M.A.
We, the undersigned, wish before your departure from this Colony on May 7th, 1912, when your resignation of the chaplaincy of St. John's Cathedral takes effect, to express our profound regret that after over 13 years of valued service your health should necessitate your leaving us. We hope that residence in a temperate climate will speedily restore you to health and strength, and that we shall soon hear of your appointment to a new sphere of labour where you will have full scope for the use of these qualities which have been so appreciated by the community in Hongkong. We wish to bear testimony to the conscientious, self-sacrificing work that you have done, and in saying farewell we beg you to accept the present which is accompanied by our heartiest good wishes for your future welfare."

The Rev. F. T. JOHNSON, in reply, said that it was the first time in his life that he was inclined to regret that he was an Irishman. He stood under a great disadvantage from his nationality. It was naturally supposed that an Irishman had the gift of saying the right thing at the right time, but this was a fallacy. Mr. Osborne would hear him out when he said that Irishmen were quiet, unassuming and a somewhat silent race. (Laughter.) The fable about an Irishman being able to say the right thing at the right time was about as true as the other one that in Ireland the pig usually occupied the best bedroom. (Laughter.) These existed only in the minds of Englishmen. Another, which seemed to have taken possession of dramatists and actors, was that an Irishman's habitual method of entering his home was by means of the drawing room chimney. Proceeding, he said that he was most grateful to them for the kind words that had been spoken on their behalf by Mr. Osborne, and for the address and the magnificent present which had accompanied it, and he wished that the words used by Mr. Osborne and the words in the address were a little more true than they were. He accepted them as a token of goodwill and friendship. He added that he would like to take the opportunity of thanking the dear children who the previous day gave him a delightful present accompanied by a list of donors. He would always value that magnificent present and he would be always glad to have that list of donors written in the children's own handwriting. He thought the grown-up people would excuse him if he said that his work in Hongkong among the children was perhaps the happiest work which he did. Those who were children thirteen years ago were most of them grown up. Indeed, he was going to say that he had married several of them—but he had married several of them to other people. (Laughter.) In conclusion, he said good-bye with feelings of real regret, but he hoped to meet many of them in England. He thanked them for all their good wishes and kindness in the past and their good wishes for the future, and he hoped that God's blessing might rest on the place and that they would all meet some time in that place where there should be no more parting.

Mr. JOHNSON was visibly affected on resuming his seat.

The Rev. Mr. Johnson and Miss Johnson left by the *Chigo Maru* yesterday.

THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient in their rice circular date the 2nd inst. say:—"Our market is very quiet on account of the continuous rise of the rate of exchange and the price of the paddy, which render impossible to settle any business for other directions than Hongkong and Singapore, where the markets are steady. Paddy is arriving from the Interior in small quantities, but as the demand is very poor prices have a somewhat downward tendency. We quote to-day for May-June shipment \$6 Hongkong currency per picul l.o.b. Saigon."

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 8th, 1912.

Through the speech we reproduced yesterday as having been delivered by President YUAN SHIH KAI at the inauguration of the Advisory Council in Peking on the 29th ult. lacks that precision of statement which one expects to find in a speech dealing with the country's finances, it covers many matters which give it international interest. A few days before the delivery of this speech, Hsueh HAI-LING, the Minister of Finance, had explained the financial position of the country to a gathering of Chinese journalists in Shanghai. We need hardly remark that these Budget statements mark a new departure in the history of the country, and now that the people are the sovereign power in the land the national finances are being subjected to closer scrutiny than they have ever been before. It has always been a mystery to foreign investigators how past governments at Peking have been able to "make ends meet" for the published accounts of revenue and expenditure have shown that the expenditure of the country has been invariably greatly in excess of the revenue. That this should be a feature of the present year's budget is not at all surprising. The President is reported as saying: "China's revenue last year was Tls. 280,000,000; yet there was a deficit." Comparing this revenue with that of other countries in the world it appears absurdly small for so extensive and populous a country as China. Several of the South American republics have revenues nearly as large.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday. There were present: Mr. E. D. C. Wolfe (President), Col. Irwin, Mr. F. B. L. Bowley, Dr. Fitzwilliams, Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. R. Halifax (Registrar General), Mr. Chan Kai Ming, Mr. Ng Hon Tsz, Dr. Clarke (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. M. J. Breen (Acting-Secretary).

THE DRAFT ESTIMATES.

The President submitted a minute regarding the suggested changes in the draft estimates for 1913. Under the head of personal emoluments, it is proposed to do away with one interpreter, as the office is no longer necessary, and to increase the number of Chinese foremen by one. This will result in a decrease in expenditure of \$180 per annum. The office of a separate sexton at Cheung Leung Tim will also be abolished, resulting in a saving of \$98 annually. The expenditure will be further cut down by the abolition of the office of Chinese foreman at Kowloon Disinfecting Station, for which the office of Chinese scavenging foreman at Shekwan will be substituted. This change will increase the expenditure by \$300. The status of the coxswain of S.D. No. 1 is to be raised, and he is to be given an advance in salary of \$80. The enlarged staff at the Kennedy Town slaughter house, brought about by the increasing work and enlargement of premises, will mean an additional vote of \$698 per year, and a further \$1,540 will be required for the completion of the reconstruction of the old Western market, which rendered necessary the employment of an additional market overseer. For the foremen scavengers at the Central and new Western Markets an additional amount of \$304 will be required, and an amount of \$716 is also recommended for the payment of the ordinary scavengers. Under the head of other charges comes the item advertisements, for which an increased vote of \$100 is recommended. It is proposed to construct a new bathhouse in Gough Street, at a cost of \$270. The sum of \$1,600 which has been set aside for disinfection is not considered enough to cope with more than a mild epidemic, and to meet all emergencies a further sum of \$200 has been asked for. Among the various amounts recommended in connection with incidental expenses is one of \$300 in addition to the \$1,000 for markets. The small amount refers to work in connection with the new Western Market. The latrine fan in Wanchai Gap has been discontinued, as it was found to be unnecessary, and a saving of \$360 was thus effected. An amount of \$300 has been allowed for the lighting of disinfecting stations and matsheds, but that amount was considered to be \$200 short of the sum required. An increase of \$800 is recommended on the vote of \$1,000 in connection with the installation of electric light at the Western Market, and an additional sum of \$212 on the original vote of \$600 allowed for the lighting of Tsim Sha-teui Market has been asked for. An increase of \$240 is recommended on the sum of \$330 set apart for district sanitary offices. Extension of telephone installations will result in an advance of \$29 on the original sum of \$143. Included under the head of special expenditure is an amount of \$1,000 for the installation of electric lighting at the Kowloon and Victoria bullock stables, and at the Eastern and Western districts office. The total also includes \$600 for an additional water cart for Kowloon, and \$250 for the purchase of an autoclave, for the fumigation of articles liable to be spoilt if passed through the disinfectant. Under the head of personal emoluments and other charges, the increases recommended total \$5,841, and the decreases \$1,278, leaving a total increase of \$4,563. There are a number of recommendations for inclusion under the estimate of Public Works Extraordinary, 1913. They include construction and renewal of latrines, and provision for further sums during the completion of works now in progress or contemplated, but not yet commenced.

The President—Gentlemen, as you will have seen, this minute is rather a lengthy matter, and I would like to have the opinion of members as to whether we should discuss it to-day, or whether further time should be allowed them to consider it. Of course, owing to pressure of work, it was impossible to supply members with individual copies until a fairly late date. I am afraid most of the members have not had time to digest the matter. It has been usual in past years to form a select committee to go into definite proposals and report to the Board. I don't know whether you wish to follow that custom, or whether you prefer that I should to-day give you an explanation of the various items a little more in detail.

Dr. FITZWILLIAMS—I propose that the usual course be taken that a select committee be appointed.

Mr. NG HON Tsz seconded the motion, which was carried unanimously.

The Committee appointed comprised the President, Mr. Bowley and Mr. Ng Hon Tsz.

The matter was allowed to stand over until receipt of the committee's report.

POKFULAM RESERVOIR.

The Select Committee appointed to ascertain whether their original recommendations in connection with the Pokfulam Reservoir Catchment area had been adequately carried out presented their report, which was of a satisfactory nature, and concluded:—"We are glad to note that active steps are being taken towards the construction of a low level reservoir at Tai Tam Tuk, which we are convinced is the best and only real solution of the Pokfulam Reservoir question. With an additional reservoir containing over 1,000,000,000 gallons of water, it will surely be possible to close Pokfulam Reservoir entirely."

The PRESIDENT—The report of the committee has been circulated. If you agree I propose that it be adopted, and forwarded for the consideration of the Government.

Dr. FITZWILLIAMS—It would be interesting to know, though this has nothing to do with the report, how much has been set aside in the estimates for Tai Tam this year; and how much last year.

The PRESIDENT—For the new reservoir? Dr. FITZWILLIAMS—Yes.

The PRESIDENT—There was nothing last year. Perhaps the Director of Public Works can tell us how much has been set aside this year.

The DIRECTOR OF PUBLIC WORKS—I believe the sum appearing in the estimates is \$100,000.

Dr. FITZWILLIAMS—Something definite is going to be done?

The PRESIDENT—There is a good deal of surveying work actually being done, though I do not think any contract has been made yet.

The motion that the report of the select committee be adopted and forwarded to the Government was seconded by Mr. Bowley and carried.

CORRESPONDENCE.

THE ORIENTAL VOTE IN HONOLULU.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

May 7th, 1912.

SIR,—In reply to your editorial in the *Daily Press* of the 20th ult. on the "Oriental Electorate in Hawaii" I beg to hand you herewith an article published on March 24th in the *Pacific Commercial Advertiser* of Honolulu entitled "Japanese Bug-A-Boo Decried."

This article is a series of interviews with some of the most prominent citizens of the Paradise of the Pacific, and the interview with Territorial Secretary Mott-Smith gives figures which show that there is no danger of the Oriental vote predominating in the Islands.

I might mention that the Territorial Government has representatives in Spain and Portugal recruiting labour and they have succeeded so well that a ship load of 1,500 immigrants arrives in the Islands about every three months. When these immigrants have lived in Hawaii long enough to become citizens they will more than counterbalance any increase in the Oriental vote.

This increase in Oriental voters is no fault of Gov. Freer, as the U.S. Congress makes the laws regarding who shall become citizens of the United States.

The writer has lived in the Hawaiian Islands for the past 12 years, and I might mention that any person who has lived there for any length of time and has studied the political situation is not in the least bit alarmed of the Oriental voters controlling the politics of Hawaii or an invasion of Hawaii by the Japanese.

Respectfully submitted,

EMIL J. WATERMAN.

NEW COLONIAL POSTAGE ISSUES.

The first of the Georgian stamp issues of the Crown Colonies has been received in England from Jamaica in a new 3d. denomination bearing Mr. Mackinnon's portrait of the King in a medallion within an ornamental frame resembling that of the 2d. King Edward stamp of the same Colony, printed in purple upon yellow paper. Dies are being prepared by the Australian Government Printing Establishment from the proposed designs for the new Commonwealth postage stamps recently submitted to the Postmaster-General by Mr. Blamire Young, of the Victorian Artists' Association, and approved by the postal authorities. The designs are typical of Australian bush life and scenery, their subjects including a stage coach, bullock wagon, sheep, kangaroo, magpie, swan, and jackass. In some instances the designs are enclosed in an outline map of the Australian Continent.

LAWN TENNIS CHAMPIONSHIP.

WIN FOR H. A. NISBET.

The struggle for the lawn tennis championship of the Colony, which was played yesterday afternoon on the courts of the Hongkong Cricket Club, attracted an exceedingly large gathering, and it is safe to assert that those who attended were delighted with the excellent exhibition of the game supplied by the protagonists. Mr. H. A. Nisbet, who has been only about a year in the Colony, early made a fine showing in the tournament and his emergence as challenger of the holder of the championship was predicted almost from the start. On the other hand, Captain Day, who secured the honour last year, was fancied by many as this year's winner also, especially after he secured set backs which Nisbet had: so that opinion was fairly evenly divided as to the success of each.

When Mr. H. Hancock took the referee's rostrum both players looked very fit. Nisbet, with his longer reach, forceful serving, diversity of strokes, accurate placing, and skilful volleying, seemed to have an advantage over his opponent. Day, however, though not quite so keen, had the advantage of speed, and on the whole played coolly and confidently. The question seemed to be whether Nisbet had the staying powers to carry him through a strenuous contest, and the result proved that he had. The struggle was worthy of the occasion. Indeed, it may be questioned if the championship has produced before a close and prolonged competition before. The winner had to go the whole five sets before he secured the verdict, and then though he had the majority in sets, Day had the higher aggregate of games, chiefly owing to the latter making the second set a love set.

FIRST SET.

Day opened by taking the serve, but did not make any headway and the game went to Nisbet, who, however, lost the next two sets by hitting out. On his serve he "made good" and drew level, and a game piece made the score three all. The next game went to deuce twice before Day obtained the decision, Nisbet's pretty returns at the net securing him the points for which he worked so hard. Hard driving was the feature of the next game, the civilian serving and returning low and forcefully, time and again beating his man on the back line, and winning the game. Four all was now called, and Day again took the serve. His first ball was invariably declared a fault and his second being much weaker was punished by Nisbet, who got the game and the lead for the first time. A series of double faults by the civilian gave Day chances, and he ran off with the next two games, thus reversing the positions, the score being 6-5. Nisbet got his serve in again and walked off with a love game, thus bringing them level at six all. A stiff struggle was witnessed for the seventh game, Nisbet losing a point through having made a brilliant cross-court return which he thought beyond the reach of his opponent and not being in position to take the return. The game went to Day, but the next was secured by Nisbet after a fine rally, and the score stood 7-7. The next, a love game, went to the civilian, and he looked like repeating the performance in the next game, but when the score was 40-15 he placed weakly into the net and repeating the weakness on the next point the score was called deuce. He got "van" and Day, in taking a difficult shot, dropped the ball just beyond the chalk. Nisbet, 8 games to 6.

SECOND SET.

The second set was a surprise. Day won the whole six games right off. Nisbet only twice getting to 30-40. He was evidently suffering from the exertion and was probably waiting for his "second wind." Day, 6 games to love.

THIRD SET.

The third set looked as if the debacle were to continue, Nisbet losing the first two games through hitting out rather rashly and making two mistakes in the second set in not attempting to take shots which were within the line. In the third game the civilian got to 30-15 and led for the first time in nine games. He steadied to his work and his accurate placing gave him the verdict. Continuing his brilliant play, he won the next four sets in succession, establishing a lead of 5-2. This advantage was secured by very effective volleying at close quarters and good judgment. In fact, only twice during the entire game did he make a mistake with a high ball. He was now within a game of the set. The next game went to deuce before the honours could be claimed by Day, the score now reading 5-3. A brilliant rally opened the succeeding round which Day won 40-15, thus bringing the score up to 5-4 in favour of Nisbet. The civilian started off badly in the next game, hitting out, but though two points down he recovered, and after deuce had been called twice he got the sixth game and the set. Nisbet, 6 games to 4.

FOURTH SET.

Day opened the scoring in the fourth set, but Nisbet, who was putting plenty of sting into his service, drew level and punishing Day's rather easy serves in the next secured a lead of two to one. Day, however, equalised, and when Nisbet had again secured the lead new balls were introduced. Nisbet's successful volleying managed to win the next game for him, giving him a lead of four to two. Day, however, though not making so many brilliant strokes as his opponent, was playing with unshaken coolness and took the next three games right off, giving him the lead. His service was well placed and Nisbet hit out of bounds in most of his returns. Day took Nisbet's serve very skilfully in the next game and secured a winning ball, but he did not get beyond deuce, winning the game on the next two points. Nisbet scoring on the game five all. The next, 40-15, went to Day, but in the following round Nisbet's slice of luck in getting a ball to climb over the net when he was two points down helped him out of a difficulty and he won, bringing the score to six all. In the next game Day kept his man on the move, and though deuce was called three times and Nisbet had a bit of luck with another ball scrambling over on to the right side of the net, Day

gave him so many difficult shots that at last he hit out, and the game and the set went to the officer. Day, 8 games to 6.

FIFTH SET.

The fifth and last set was very exciting. Day started off with characteristic coolness, but Nisbet was a trifle over-anxious and failed to take the balls with his usual accuracy. The first two games went to Day, then Nisbet equalised with sterling play, and a stiff contest ensued for the fifth game. Deuce was reached and Day got "van," and it looked as if they would equalise, especially as Nisbet was making some clever returns. However after taking a series of high balls with admirable precision he drove into the net, and the officer again took the lead. Nisbet made the most of his strong low drives obtained the decision. Day was very forceful in the following game, which looked like being a love game, but a double fault gave Nisbet a chance, which, however was short-lived. The officer did not keep his lead of one, as his opponent scored on the next round, and the game stood—two sets and four games all, a more even score being impossible. Another lucky net ball for Nisbet gave him a good position, 40-15, and a magnificent return won him the game. The score now stood 5-4 in his favour. Nisbet's turn to serve gave him an opportunity, but he failed to get in most of his fast first serves. Though he lost the first two points he succeeded in making the game deuce, a faulty return by Day giving him an opportunity. A fine rally was witnessed over the net service, and the officer hitting out the next one rather wildly gave the game, set and championship to his opponent. Nisbet, 6 games to 4.

SUMMARY.

On the whole the conditions for tennis were as good as could have been expected. There was no sunshine to worry the players, though after the third set the light failed rapidly, a fact which probably accounted for Nisbet missing a few volleying shots which he attempted. The contest was undoubtedly a splendid exhibition. The winner played a fine scientific game, and though Day's play was not so brilliant he made a number of extraordinary recoveries and took several baffling shots which merited the approbation shown. The game, which started promptly at 4.45, lasted for one hour and 50 minutes. The total number of games were Nisbet, 26 games; Day, 28. Previous holders of the championship were:—

- 1898—Lt. H. S. Moberley.
- 1899—H. Pinckney.
- 1900—H. Pinckney.
- 1901—H. Pinckney.
- 1902—A. Humphrey.
- 1903—H. Hancock.
- 1904—H. Hancock.
- 1905—H. Pinckney.
- 1906—T. B. Norrie.
- 1907—H. Hancock.
- 1908—C. A. Carr.
- 1909—C. A. Carr.
- 1910—C. A. Carr.
- 1911—Lieut. Day.

SHANGHAI SPRING RACE MEETING.

YESTERDAY'S RESULTS.

The results of yesterday's racing were as follows:—

- 1—THE CHU-KA-ZA CUP, Three-quarters of a mile.
Mr. Argyle's Hawk (Morris) 1
Mr. Lamerton's Mavens (Rowe) 2
Mr. Charles's Red Herring (Dalgleish) 3
Time, 1min. 28.4-secs.
- 2—THE SHANGHAI DERBY, One mile and a half.
Mr. F. B. Marshall's Rose Tree (Burkill) 1
Mr. R. Macgregor's The Knight (Shaw) 2
Mr. Henry Morris's Wingfield (Crighton) 3
Time, 3min. 09.2-secs.
- 3—THE MONGOLIAN PLATE, One mile and a half.
Messrs. G. D. Coutts and L. Midwood's Dunelm (Dalgleish) 1
Mr. John Peel's Leap Year (Johnstone) 2
Messrs. Winsome and Hasty's The Cormorant (Jones) 3
Time, 3min. 18-secs.
- 4—THE RACE CLUB CUP, Two miles.
Mr. John Peel's Pershore (Johnstone) 1
Mr. G. D. Coutts's Carlisle (Dalgleish) 2
Mr. H. C. Gray's Burwood (Springfield) 3
Time, 4min. 20-secs.
- 5—THE CONCORDIA CUP, One mile and a quarter.
Mr. Coutts's Gaudoin (Dalgleish) 1
Mr. Marshall's Mango Tree (Burkill) 2
Mr. Durgor's Reformer (Cumming) 3
Time, 2min. 40.3-secs.
- 6—THE BIGAWA CUP, One mile and a quarter.
The B. F. Kong's Rise Bird (Johnstone) 1
Mr. Perry's Per (Laurence) 2
Mr. Marshall's Persimmon Tree (Burkill) 3
Time, 2min. 39.2-secs.
- 7—THE PEKING STAKES, One mile.
Mr. Jordan's Clapham (Rowe) 1
Mr. Higley's Vallhalla (Burkill) 2
Mr. Charley's Rubber Chief (Dalgleish) 3
Time, 2min. 05.2-secs.
- 8—THE SHANGHAI STAKES, One mile and a half.
Mr. John Peel's Black Ivory (Johnstone) 1
Mr. Marshall's Cherry Tree (Burkill) 2
Mr. Perry's Pershore (Laurence) 3
Time, 3min. 12.2-secs.
- 9—THE SPRING CUP, One mile.
Mr. Elms's Mahatma (Moller) 1
Mr. Solway's Red Cloud (Jones) 2
Messrs. Winsome and Hasty's The Albator (Jones) 3
Time, 2min. 04.4-secs.
- 10—THE SOUTHERN STAKES, Seven Furlongs.
Mr. Torrell's Claremont (Rowe) 1
Mr. Marshall's Orange Tree (Burkill) 2
Mr. John Peel's Terranghite (Johnstone) 3
Time, 1min. 47.1-secs.

THE FOUNDER OF SINGAPORE.

Sir H. Kimber asked the Colonial Secretary in the House of Commons last month whether his attention had been drawn to the fact that, in connection with alterations now being made to Hendon Parish Church, there was a possibility of settling the question of the exact site of the grave of Sir T. Stamford Raffles, the founder of Singapore, whose body was interred there in a position at present unknown; and whether, in the event of the grave being discovered and it being necessary to remove the remains, he would, on behalf of the State, see that the transfer was made with proper ceremonial to a fitting place, and would cause the site to be marked with a memorial commensurate with his fame and public services.

Mr. L. Harcourt: I have no funds at my disposal for such a purpose, but in the event of the grave being discovered I shall be prepared to invite the Government of the Straits Settlements to consider the question of providing funds for a suitable memorial either by a Government grant or by means of a public subscription in the Colony.

Mr. Demetrius C. Boulger writes to *The Times*:—"The correspondence relating to the graves in Hendon Parish Church, where reposes beyond doubt but in a place not yet discovered the body of Sir Stamford Raffles, leads me to make an appeal to one of your wealthier readers. A comparatively small sum would suffice to unearth the coffin, and then no one can doubt that the Dean and Chapter of St. Paul's would be willing to give a resting-place in its crypt—that national Valhalla—beside another Empire builder, Basil Frere, to the bones of the founder of Singapore, the man who secured for us for all time the command of the narrow way to the Far East."

GREAT NORTHERN TELEGRAPH.

The directors of the Great Northern Telegraph Company, Limited, of Denmark, announce that the traffic receipts for the year 1911 have, as foreseen, decreased considerably owing to the loss of the company's Norwegian concessions, the sale of the Korean cable, and the tariff reduction made during the year. The decrease has, however, been partly counter-balanced by the increase of the Government and Press correspondence caused by the extraordinary events which the year 1911 has witnessed, especially the revolution in China. On the other hand, the increase of staff required to cope with the increased work, together with all the measures which became necessary in order to secure the maintenance of the telegraphic communications in China and the safety of the company's Danish and native staff, have necessitated considerable extra expenditure. As a matter of fact the net receipts for the year have decreased by about \$24,000, compared with the year 1910, but as this amount is not larger than was expected and a greater balance than usual was carried forward to 1912, the board of directors do not hesitate to propose the distribution of a total dividend and bonus of 18 per cent., including the 5 per cent. already paid, and to transfer to the reserve and pension funds the usual amounts of \$25,555 and \$11,111 respectively.

GERMAN SHIPPING AND THE PANAMA CANAL.

A Berlin dispatch to a London paper dated April 12th says:—"Several directors of the North German Lloyd Line have gone to Panama and San Francisco to study the possibilities of establishing a direct steamship service between Bremen and the Pacific coast on the day after the opening of the canal, linking all the Pacific ports with Germany, via Cherbourg and Southampton. The Hamburg-American Line is also considering the advisability of establishing a similar service. It is possible that the two great German lines may come to an agreement in order to fight British competition in the new branch of Transatlantic trade. An agreement will shortly be concluded between the two German companies and the Cunard, White Star, and Compagnie Generale Transatlantique regarding the passenger services between New York and Europe. It is intended to revise the sailing programmes so that a large passenger steamship will leave either Europe or New York every day in the week. It is also proposed to withdraw all the steamships built before 1892 from the fast Transatlantic service, and devote them to the emigrant traffic. The North German Lloyd intends extending its emigrant service in the near future. A direct service will be established between Emden and New York. This company to-day placed a contract for the construction of another liner of the *George Washington* type, to be ready in two years."

THE JAPANESE ANTARCTIC EXPLORER.

Lieutenant Shirase, the Japanese antarctic explorer, is a passenger to Japan by the *Nikko Maru*. He was interviewed at Manila by a representative of the *Manila Times*, which gives the following summary of facts about the Japanese expedition. Lieutenant Shirase and his men did not attempt to reach the South Pole. They confined themselves to scientific work over great spaces of land lying to the west of the route to the Pole taken by Amundsen. This land they have named Yamato, which was the ancient name of Japan. Valuable scientific and geographical observations were made, the details of which will appear in a book. Lieutenant Shirase and his companion, Mr. Takata, go direct to Japan, while the remainder of the expedition of 27 will follow in their vessel, the *Kainan*.

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ALEXANDRA BUILDINGS, CHATER ROAD.

WATCHMAKERS, AND JEWELLERS, OPTICIANS,

FINEST QUALITY DIAMOND JEWELLERY A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

CLOCKS of all descriptions.

45

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & Co. SCIENTIFIC OPTICIANS. YORK BLDGS, CHATER RD. HONGKONG.

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

RANFURLY, 11, Conduit Road. From 1st June. Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 6th May, 1912. [683]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees of Cargo here are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. on the 7th inst. will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, 7th May, 1912. [15]

WANTED.

POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks and writes English, French and German. Excellent References.
Apply—
K. Y. Z.
Care of "Daily Press" Office.
Hongkong, 2nd May, 1912. [653]

GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (WEDNESDAY), the 8th May, 1912.
The Tenders to state the total amount (in Pounds sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.
The Tenders to be in duplicate, and in sealed covers addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.
H. D. STACPOLE, Lt. Col. A.P.D., Treasury Chest Officer.
His Majesty's Treasury Office, Hongkong, 6th May, 1912. [576]

WHANGPOO CONSERVANCY BOARD.
NOTIFICATION No. 35.
TENDERS are hereby invited for the DREDGING, TRANSPORTING and DEPOSITING of Four Million Cubic Yards (barges-measure) more or less in the lower Whangpoo River.
Printed Copies of the Contract, Specifications and Maps of the work, as well as printed forms for Tendering may be obtained at the BOARD'S OFFICES, 6 Kiangkiang Road.
The above-mentioned forms must be used for all Tenders, and no Tender will be considered that does not contain satisfactory answers to each of the 22 questions enumerated in these forms regarding the Plant, Personnel, etc., to be employed for the work.
Tenders, marked "DREDGING CONTRACT" and addressed to the WHANGPOO CONSERVANCY BOARD, should be delivered at the Board's Office before Noon, M-y 31st, after which no Tenders under any circumstances will be received.
The Board does not bind itself to accept the lowest or any Tender.
WHANGPOO CONSERVANCY BOARD, Shanghai, 1st May, 1912. [678]

YOSHIMITSU & Co.,
No. 9, BRASSFIELD ARCADE
(Opposite the City Hall).

DEALERS in Leather Goods, such as TRAVELLING TRUNKS, GLADSTONE and other BAGS, &c., &c.
The only Leather Goods Store in the Colony.
We respectfully beg to announce to the General Public of Hongkong that the above Store is now Open at the above address, and solicits their inspection and kind patronage.
Hongkong, 4th May, 1912. [665]

BROWN, JONES & Co.
ITALIAN MARBLE FIGURES
CROSSES and HEADSTONES
BLACK, RED and GREY GRANITE
MEMORIALS in Stock.
WREATHS with Glass Shades from \$4 up
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows—
!! REDUCTIONS !!
"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "
THE
DAIRY FARM CO., LTD.
[30]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.
undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.
[423]

PUEBLO COMPANIES

HEADWATERS MINING COMPANY INCORPORATED.

NOTICE IS HEREBY GIVEN that a MEETING of the SHAREHOLDERS (whether registered or unregistered) of the HEADWATERS MINING COMPANY will be held at the Office of Messrs. DRACON, LOCKER & DRACON, Prince's Buildings, on THURSDAY, 9th May, at 4.30 p.m., for the purpose of considering the financial position of the Company.
BY ORDER,
Hongkong, 6th May, 1912. [669]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 p.m. on MONDAY, the 13th May, 1912, when the Directors' Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th May, both days inclusive.
By Order of the Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.
643.

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10 Canton Road, Shanghai, at 4 p.m. on WEDNESDAY, the 15th of May, 1912, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1911, will be presented.
The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th of May, both days inclusive.
By Order of the Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.
644.

NOTICES OF FIRMS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Society.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd May, 1912. [651]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Company.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd May, 1912. [642]

FOR SALE

FOR SALE.

DERRINGTON, 7-Roomed House, Peck Road, beautiful situation.
For Terms, apply to—
C. SCHRÖTER,
Care of Messrs. GALENS, HORNBY & Co.,
King's Buildings, IIIrd.
Hongkong, 10th July, 1911. [125]

FOR SALE.

"TOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply—
LINDSEY & DAVIS,
3rd floor, Alexandra Buildings
Hongkong, 7th March, 1912. [416]

CLEARANCE SALE.

(FOR 30 DAYS ONLY)

SILK FANCY GOODS

of all kinds.
At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHEILARAM,

56, Queen's Road.
Hongkong, 27th April, 1912. [624]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

LANE, CRAWFORD & CO. OUTFITTING DEPT.

BEST QUALITY
ZEPHYR
NEAT STRIPES.
FINE WHITE
LONGCLOTH
EXTRA LIGHT.
AERTEX CELLULAR
WITH SOFT CUFFS
ALL LONDON MADE
AND PERFECT FITTING.

MUSIC DEPT. PIANOS, NEW AND SECOND HAND.

BROADWOOD,
BRINSMEAD,
COLLARD,
SQUIRE,
OHALLEN,
ALLISON,
DORNER,
ETC.
SALE
OR
HIRE.
EASY TERMS.
Old Pianos taken in exchange.

LANE, CRAWFORD & CO.

PIONIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Pionic Parties by the Hour or Day.
Apply for Terms to the Manager,
H. HAYNES.
Hongkong, 1st March, 1912. [399]

JUST RECEIVED:
STAMPS OF CHINA
PORTUGAL and COLONIES
with
"REPUBLIC" SURCHARGES.
GRACA & CO.
HONGKONG HOTEL BUILDING,
PEDDER STREET, HONGKONG.
452

JUST UNPACKED:
"CLYTIE"
LATEST SHAPES.
IMPROVED SANITARY
SHAPE.
FRIZZLES, Waved Mohair and Crepe,
Hair Rolls,
Hair Frames, New Turban, Round Bun Frame,
Watch Spring Frames.
Light Brown, Mid Brown, Dark Brown and
Black, and Bandeau and Elegant Effective
Hair Ornament.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Jernier of Zealand Street, Hongkong.
Hongkong, 6th May, 1912. [50]

MITSU BISHI GOSHI KWAISRA
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS of TAKASIMA
OOHI, MUTABE YOSHINOTANI,
HOJO, KANADA, NAMAZUTA, SAYO
SHINNEW and KAMIYAMADA,
Collieries.
AGENTS FOR
KISHIDAKE and SAKITO Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, AL, ADO 5th Ed. Western Union
AGENTS:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNHO Co., Ltd.
For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong,
Hongkong, 10th August, 1911. [616]

INTIMATIONS

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON, Manager.
Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 662,500
RESERVE FUND ... 365,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.
Kuala Lumpur, F.M.S., Penang, Seremban, Singapore, Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND, LTD.
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD, Manager.
Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NEDERLANDSche INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Paid up Capital Fl. 12,401,050 (£1,033,421).
Reserve Fund Fl. 3,252,157.01 (£271,813).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.
LONDON BANKERS
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.
THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—
12 months 4% per annum.
6 do. 3% do.
3 do. 2% do.
C. WOLDEINGH, Manager.
No. 9, Des Voeux Road Central.
Hongkong, 1st August, 1909. [122]

THE YOKOHAMA SPECIE BANK LIMITED.
AUTHORIZED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Antung-Hsien, Liao-Yang, Ryojun (Port Arthur), Calcutta, London, San Francisco, Hongkong, Lyons, Shanghai, Changchun, Nagasaki, Tientsin, Dairen (Dalny), Newchwang, Hankow, Fungtien (Mukden), New York, Tokyo, Honolulu, Osaka, Peking, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.
TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$15,000,000
RESERVE ... \$15,000,000
RESERVE ... \$15,000,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy, Swatow, Tientsin, Canton, Kobe, Nagasaki, Tokyo, Fuzhou, Hankow, Shanghai, Yokohama, Keelung.

HONGKONG OFFICE:
5, DES VOEUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.
K. THUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 2% per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [122]

COURT OF DIRECTORS:
E. SHILLIM, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq., G. H. Medhurst, Esq.
G. F. Frieland, Esq., W. L. Pattenden, Esq.
C. S. Gubbay, Esq., Hon. Mr. C. H. Ross.
G. E. Laurens, Esq., H. A. Sieba, Esq.
J. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.
N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1912. [19]

ENTERTAINMENTS

THEATRE ROYAL HONGKONG.

FIVE NIGHTS ONLY.
TO-NIGHT! TO-NIGHT!
AT 9.15 P.M.

THE WAVE OF LAUGHTER WILL STRIKE THE TOWN ON WEDNESDAY!

MAURICE E. BANDMANN
PRESENTS AT ENORMOUS EXPENSE
THE WORLD FAMOUS COMEDIAN,
THE ONE ONLY ORIGINAL

R. G. KNOWLES

AND COMPANY OF ARTISTES
FROM THE LONDON WEST END HALLS.
PRICES: \$3.50, \$3.00, \$2.00 and \$1.00.
Seat Plan at MOUTRIE'S.
Hongkong, 7th May, 1912. [631]

BIJOU SCENIC THEATRE.

FLOWER STREET.

THE HOME OF THE LATEST PICTURE PLAYS.

WHERE EVERYBODY'S GOING NIGHTLY.
AT
7.15 P.M. AND 9.15 P.M.
EVERY EVENING.

Lessee and Manager: R. H. STEPHENSON.
Hongkong, 1st May, 1912. [647]

VICTORIA THEATRE.

THE FINEST FILMS IN THE COLONY.

Two Performances:
7.15 P.M.—FILMS ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.
DEBUT OF THE CELEBRATED SKETCH ARTISTES,
FRED—
GRAHAM AND DENT

From the Gaiety Theatre, London,
The Fifth Avenue Theatre, New York, and
The Williamson Circuit in Australasia.
Hongkong, 3rd May, 1912. [58]

SCENIC RAILWAY.

THE same as was shown at the Hongkong University Bazaar, IS NOW OPEN to the Public, at the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Almeida Street).

EXTRA FILMS.

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

A Fresh start made every 30 minutes.

TIME TABLE.

EVERY DAY:

ORDINARY TRAINS at 6 p.m. and every half hour till 9 p.m.
SPECIAL TRAINS at 9.30 p.m., 10 p.m. and 10.30 p.m.

EXTRA AFTERNOON TRAINS, Every Day, at 2 p.m. and every half hour till 4.30 p.m.
Fare 50 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 4th May, 1912. [671]

NEW THEATRE.

KAW U FONG.

TO-NIGHT! TO-NIGHT!
AT 9 P.M.

THE GREAT Raymond

MASTER OF MIRACLES,
will appear in a
GRAND CHANGE OF PROGRAMME.

PRICES: \$3, \$2, \$1 and 50 cts.
Hongkong, 6th May, 1912. [672]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1911. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th March, 1912.

James Watson & Co.
NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

"Analysis PROVES that"
PLASMON COCOA
yields a Delicious Beverage of much
greater nutritive value than ordinary
cocoa.—British Medical Jnl.
COCOA IN PERFECTION.
PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.

**A GOOD SET
OF TEETH**
is of the greatest importance to everyone
for the sake of health and appearance.
**ROWLAND'S
ODONTO**
Thoroughly cleanses the Teeth from all
impurities, whitens and preserves them,
prevents the formation of tartar, pre-
vents and arrests decay, and gives a
pleasant fragrance to the breath.
Contains Nothing Gritty or Acid. 2/6
per box. Sold by S. H. Chalmers,
and ROWLANDS, 47, Hatfield Garden,
London.

STOMALIX
Sole of Cures. Cures Dyspepsia and all
forms of Disorders of the Stomach and Intestines,
painful and otherwise.
Distributing Agents:
FRANCIS BERRY & SONS, Ltd., London, Eng.

**KEATING'S
POWDERS**

AN UNWELCOME GUEST
Of brown cockroach
Bite the body it kills
Such a ready boarder,
Never pays a bill.
KILLS BUGS
FLEAS-FLIES.

KILLS BUGS
FLEAS-FLIES.

Big G
"Great Gold Medal"
Compound
and simpler remedy for
B. actia, Catarrh, Hay Fever
Indigestion, etc. Irritation, ulcers,
etc. of ALL mucous membranes
or stages of the nose, throat,
lungs or urinary organs.
AT CHEMISTS
"If you do not cure yourself
within a few days with this
compound, return it for a
refund of your money."
No Free Quota Co.
Chicago, U.S.A.

SELF CURE NO FICITION
NO SUPPORTING DRUGS
THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
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THERAPION No. 99
THERAPION No. 100

MOTOR-SHIPS & STEAMERS.

A COMPARISON OF THE COST.

The comparative cost of motor-ships and steamers, calculated on the basis of the new funnelless *Selandia*, is deduced in the "Motor Boat and Marine Oil and Gas Engine."

The following comparison is made between the *Selandia*, and a large steam vessel of a well-known line:

"SELANDIA."	STEAMSHIP.
Length..... 370 ft.	Length..... 380 ft.
Beam..... 32 ft.	Beam..... 32 ft.
Depth..... 30 ft.	Depth..... 32 ft.
Gross registered tonnage..... 4,200	Gross registered tonnage..... 4,200
Net..... 2,210	Net..... 2,210
Total displacement 10,600 tons	Total displacement 10,600 tons
Dead weight cap. 7,400 tons	Dead weight cap. 7,400 tons
Speed..... 14 knots	Speed..... 14 knots
Displacement..... 10,600	Displacement..... 10,600
Dead weight cap. 7,400	Dead weight cap. 7,400
Equipped weight..... 2,400 tons	Equipped weight..... 2,400 tons

CONSUMPTION OF FUEL.

Turning now to the question of fuel: the coal consumption on the steamer is about forty tons per day and that of oil on the *Selandia* about ten tons to twelve tons a day, bearing out the fairly generally accepted statement that the motor-ship only requires about a quarter the weight of fuel of the steamer.

The practice with *Selandia* will be to take in 600 tons of oil at Bangkok for the round voyage, while the steamer under ordinary circumstances would take in about 600 tons of coal at Singapore and replenish her supply at various points on the voyage. Putting these figures side by side we obtain the following:

Motor Ship, tons	Motor Ship, tons
D.W.C. 7,400	D.W.C. 7,400
Less— tons	Less— tons
Oil 900	Coal 600
Water 30	Water 30
Coal 30	Stores 30
Stores 30	
Total... 990	Total... 660
Dead weight for cargo 6,410	Dead weight for cargo 6,740

Motor Ship, tons	Motor Ship, tons
D.W.C. 7,400	D.W.C. 7,400
Less— tons	Less— tons
Oil 450	Coal 600
Water 30	Water 30
Stores 30	Stores 30
Coal 30	
Total... 540	Total... 660
Dead weight for cargo 6,860	Dead weight for cargo 6,740

The difference in dead-weight cargo capacity for the round voyage is therefore 210 tons in favour of the steamer, or, reckoning at £1 per ton net, a saving in favour of the steamer of £210.

COAL OR VOYAGE.
The next point to be considered is the cost of fuel on the voyage, excluding consumption in ports, allowing in each case seventy-five days' steaming for the round voyage.

Taking a consumption of 12 tons per day, the total is 900 tons, and, at the price of oil in Singapore, 35s. per ton, this works out at £1,575.

Taking the average cost of coal for the round voyage at 21s. per ton, which is the figure at which it works out, based on this year's contracts, when only 600 tons or so is carried, and at a consumption of 40 tons per day, we obtain a total consumption of 3,000 tons and cost of £2,150.

Moreover, the steamer, in coaling, will lose two days on the round voyage, which, reckoned by the owners at £46 a day, means a loss of £92. The saving in fuel alone in the case of the motor-boat is £1,575.

Now, turning to depreciation: three voyages a year may be assumed for each vessel, assuming seventy-five days' steaming and forty-six days in ports on each round voyage; that is, 121 days per voyage. The extra first cost of the Diesel ship may be taken at £15,000, and, assuming the depreciation to be the same on either steamer or motor ship, the latter, in the course of the year, reckoned at five per cent., depreciates £750 more than the steamer, i.e., £250 per voyage.

It is estimated by the steamship owners that the watches in the engine-room of the motor boat would be approximately equal to the watches of the engine-room staff and firemen of the steamer, and on this assumption the following statement can be drawn up:

In favour of motor ship—	Loss—
Fuel..... £1,575	By dead weight capacity..... £910
By days saved..... 92	Depreciation on extra cost..... 250
£1,667	£1,160

showing a net gain for the motor-ship of £1,207 per voyage, or, on the assumption of three voyages a year, £3,621 per annum.—*Pail Mail Gazette*.

THE "SHELL" COMBINE AND THE ADMIRALTY.

Perhaps the most important development in connection with the oil industry during the year 1911 was the enormous increase in oil production which has come under the control of the Royal Dutch-Shell interests. For 1910 the production of the Royal Dutch-Shell subsidiaries was roughly 1,742,000 tons; for 1911 it was 2,518,000 tons, and at the present time the output is at the rate of 3,000,000 tons per annum, and it is still increasing. It is apparent, therefore, that the time is fast approaching, if it has not already arrived, when there will be no difficulty on the part of the Shell interests in guaranteeing a big supply of oil fuel to the Admiralty on a virtually permanent basis. Consequently there is probably very reliable foundation for the rumour, current in well-informed circles, that an announcement will soon be made by the "Shell" Transport and Trading Company to the effect that it has entered into an agreement with the British Admiralty.

There are rumours that negotiations have been resumed for the introduction of Royal Dutch shares in Paris. This would be very important for the Royal Dutch-Shell combine, inasmuch as it would enable this group to cover its future requirements in three big markets—Paris, Amsterdam, and London—instead of two, as in the past.

WM. POWELL, LTD.

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COMPLETE HOUSE
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(Opposite their Old Premises).

Wm. Powell, Ltd.,

[636]

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WINE MERCHANTS,
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All Wines and Spirits bottled in Europe by Shippers of
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Experiments on Human Beings
have proved the body building
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10 to 20 times the amount taken

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[108-1]

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CAPITAL.

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[384]



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Low Rates for
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[94-1]

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TO LET.
BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.
Apply—
LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

TO LET.
COMFORTABLE FLATS. Furnished or Unfurnished, with Two Bathrooms and Kitchen attached. Electric fittings.
Apply to—
H. BUTTONE, JR.,
Royal George Hotel,
Hongkong, 7th May, 1912. [675]

TO LET.
OFFICES on 3rd Floor, Hotel Mansions, facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Hongkong, 12th March, 1912. [388]

TO LET.
A T BOKKOSAN (on the heights behind Koba, Japan). FULLY FURNISHED BUNGALOW—1 Large Living Room, 5 Bedrooms, 4 Bath Rooms, usual Kitchen and Servants' Quarters. Rent, Yen 600 for the Season (May/October) inclusive.

FULLY FURNISHED BUNGALOW—Living Room, 5 Bed and 3 Bath Rooms, Kitchen and Servants' Quarters. Rent, Yen 500 for the Season.
This BUNGALOW could be divided to suit Two Small Families, giving each a Dining Room and Two Bath Rooms.
Apply to—
WHYMARK, AILION & CROMBIE,
Auctioneers and Estate Agents,
No. 72, Kyo-Machi,
Kobe, Japan. [620]

TO LET.
OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong 26th February 1912. [367]

TO LET.
OFFICES in King's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1912. [12]

TO LET.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT 48 with WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 18th April, 1912. [525]

TO LET.
OFFICES and GODOWNS in Duddell Street.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
"WESTWARD HO," No. 13, Bonham Road, with Garden.
"BOGATE" Austin Road, Kowloon, from 1st April.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 1st May, 1912. [122]

TO LET.
2ND FLOOR, No. 2, PEDDER STREET.
OFFICES at present occupied by U.S. Consular-General.
OFFICES at present occupied by U.S. Public Health and Marine Hospital Service.
Can be divided to suit tenants.
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 30th April, 1912. [632]

TO BE LET,
ON OR ABOUT 1ST MAY, 1912.
SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.
A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong, 25th August, 1911. [122]

TO LET

TO LET.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May 1912. [122]

TO LET.
"J. BURNOR," 115, The Peak, Furnished for July and August.
Apply—
MAJOR TULLOCH,
Head Quarters Office,
Hongkong, 29th April, 1912. [628]

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OLD VAT
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This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

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SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & Co., Ltd.
[538]

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(CHAPOTEAUT)
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Prescribed by the highest French Medical authorities and superior to Pilsbury, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.
[113-5]

ON SALE.
HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.
REVISED BY THE MEMBERS.
PRICE - - - \$5.
DAILY PRESS OFFICE.
Hongkong, 6th March, 1912.

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STEAMERS.	Tons	Starting	1912
NILE	11,000	11	TUESDAY, 14th May, at 1 P.M.
W NGOLIA	27,500	11	TUESDAY, 21st May, at 1 P.M.
PERIA	9,000	12	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	12	TUESDAY, 18th June, at 1 P.M.
SIBERIA	10,200	12	TUESDAY, 2nd July, at 1 P.M.
CHINA	27,000	12	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	11,000	12	TUESDAY, 16th July, at 1 P.M.
NILE		12	TUESDAY, 30th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

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VIA SINGAPORE, PANAMA, COLOMBO, ADEN, SUZ, AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, 250 1st, 235 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
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S.S. "PERIA," 12,500 tons, will leave for YOKOHAMA and KORE via SHANGHAI about 30th May.
S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, Fiume, and Venice, via SINGAPORE, PANAMA, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, and PORT SAID on 1st June.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice \$43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.
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Hongkong, 8th May, 1912.
Princes' Building.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. T. Yamawaki	7,000	WEDNESDAY, 8th May, at Daylight.
	MIYASAKI MARU Capt. T. Murai	9,000	WEDNESDAY, 22nd May, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 21st May, at 4 P.M.
SEATTLE	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from Kobe.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
KOBE and YOKOHAMA	HAKATA MARU Capt. Y. Nomura	7,000	MONDAY, 13th May.
NAGASAKI, KOBE & YOKOHAMA	IYO MARU Capt. E. Takeda	7,000	THURSDAY, 9th May.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 9th May.
	BOMBAY MARU Capt. T. Noguchi	7,000	WEDNESDAY, 8th May.

NEW LINE OF STEAMERS
BETWEEN
KOBE & CALCUTTA.
[REGULAR FORTNIGHTLY SERVICE]
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.
The next steamer from Hongkong—
"CEYLON MARU," 6,000 tons, Capt. Y. Tazawa, Saturday, 18th May.
Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only
† Calling at Keelung.

STEAMER	Tons	CAPTAIN	FROM HONGKONG
HITACHI MARU	7,000	T. Yamawaki	8th May
MIYASAKI	9,000	T. Murai	22nd May
KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	E. Takeda	June 19th

STEAMER	Tons	CAPTAIN	FROM HONGKONG
SADO MARU	7,000	K. Asakawa	May 7th
INABA	7,000	S. Tominga	May 21st
KAMAKURA	7,000	K. Suda	June 4th
TAMBA	7,000	S. Wada	June 18th

REDUCED SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.				
Commencing 1st June, ending 30th September, 1912.				
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th May, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th May, 4 P.M.

For Freight or Passage, apply to
HONGKONG, 2nd May, 1912.
SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co.

JAVA-CHINA-JAPAN LIJN REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAPAN	First half of May	JAVA	Second half of May
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIKINI	JAVA	Second half of May	SHANGHAI	Second half of May
TJIMAH	SHANGHAI	Second half of May	JAVA	First half of June
TJITAROEM	JAVA	First half of June	JAPAN	First half of June
TJIBODAS	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June
TJILATJAP	JAVA	Second half of June	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor.
Hongkong, 8th May, 1912.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FROM	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG," Capt. F. V. Binzer	18,300	Wednesday, 15th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN," Capt. A. Ahlborn	17,500	About Thursday, 16th May.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugkist	6,750	5 P.M. 18th May.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	About Tuesday, 28th May.
KUDAT and SANDAKAN	"BERNEO," Capt. F. Sembill	5,000	Middle of May.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Wireless.

For Further Particulars, apply to

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Hongkong, 7th May, 1912.

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DENVER AND RIO GRANDE
TRANS-CONTINENTAL
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S.S. TENYO MARU ... 21,000 tons.
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By CHAS. J. HALCOMBE
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ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. DUNERIC ... 3,000 tons ... End of May, 1912.

And regularly thereafter.
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
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FROM COLOMBO: 10th June.

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42-43-44

SHIPPING

ARRIVALS.

CHANGCHOW, British str., 1,210, H. Trowbridge, 7th May—Choofoo 1st May, General, Butterfield & Swire.
HAINAN, British str., 616, A. H. Stewart, 7th May—Swatow 6th May, General, Douglas, Lapraik & Co.
HONGKONG, British str., 8,550, R. S. Hambridge, 6th May—Singapore 1st May, General—Chinese.
LYO MARU, Japanese str., 3,918, R. Takeda, 7th May—Singapore 2nd May, General—Nippon Yusen Kaisha.
LEONOSANG, British str., 1,050, W. G. G. Leask, 7th May—Manila 4th May, General—Jardine, Matheson & Co.
LEONOR, German str., 1,092, Schulzen, 7th May—Saigon 3rd May, Rice—Molchors & Co.
SOMERVILLE, British str., 3,243, S. Smith, 7th May—Shanghai 3rd May, General—Standard Oil Co.
TIENTSIN, German str., 1,602, Bucking, 6th May—Saigon 2nd May, Rice—Butterfield & Swire.
YAWATA MARU, Japanese str., 3,816, J. Sekine, 7th May—Japan 1st May, General—Nippon Yusen Kaisha.
ZAFIRO, American str., 2,024, M. C. Smith, 7th May—Manila 4th May, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

CHUNSHANG, British str., for Hongkong.
DEVANOSSE, German str., for Swatow.
FAZILKA, British str., for Yokohama.
GLENNALLOCH, British str., for Amoy.
PETROHABUR, German str., for Swatow.
SIKIANG, French str., for Hongkong.

DEPARTURES.

May 7th.

BAVERN, German str., for Shanghai.
CHIPSING, British str., for Canton.
CHIO MARU, Jap. str., for S. Francisco.
CHUNSHANG, British str., for Hongkong.
ERNEST SIMONS, French str., for Shanghai.
FEI CHING, Chinese str., for Canton.
GLENNALLOCH, British str., for Amoy.
HAIKANG, British str., for Swatow.
HONGKONG, British str., for Canton.
SACHSEN, German str., for Singapore.
SADO MARU, Japanese str., for Seattle.
TEAN, British str., for Manila.
TOTO MARU, Japanese str., for Europe.
VILLE DE LA CITAD, French str., for Europe.

SHIPPING REPORTS.

The British str. *Longgang* reports: Fine throughout.
The British str. *Haiman* reports: Weather fine, sea smooth.
The American str. *Zafiro* reports: Fine clear weather, smooth sea.

PASSED THE CANAL.

April 9th—*Aki Maru*, *Ambrin*, *Bayern*, *Dumbar*, *Glennal*, *Hymon*, *Pereux*, *Seneca*, *Spezia*, *Syria*, *India*, 12th April
—*Bauerlich*, *Bulow*, *Ernest Simons*, *Meinan*, *Yorck*, *Africa*, 10th—*Iyo Maru*, *Annam*, *Atreus*, *Prometheus*, *Badenia*, *Kina*, 10th—*Benlarig*, *Dombighaire*, *Memnon*, *Nore*, *Pera*, *Tourane*, 23rd—*Benloze*, *Benjomon*, *Dardanus*, *Glamorganshire*, *Jusan*, *Pak Ling*, *Patricia*, *Peleus*, *Preussen*, *Vladimir*, 20th—*Goeben*, *Jessica*, *Mishima Maru*, *Nere*, *Princess Alice*, *Albania*, *Suecia*, 20th—*Bloemfontein*, *Brasilia*, *Uranos*, *Muru*, *Tenaka*, *Alceia*, *Nereus*, 3rd—*Ajara*, *Australien*, *Monmouthshire*, *Nubian*, *Simli*, *Tranquebar*.

ARRIVALS AT HOME.

May 3rd—*Meinan*, *Memnon*, *Mishima Maru*, *Kina*.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADEKATIS, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEBANON and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"POLCEVERA" will be despatched as above on MONDAY, the 13th inst., at NOON.
For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, 7th May, 1912.

FOR KOBE AND MOJI.

THE Steamship

"ARRATON APCAR" will be despatched for the above Ports on TUESDAY, the 14th inst., at NOON.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fare for round trip \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th May, 1912.

[679]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALACCA COAST AND PROCEED VIA THE CAPE OF GOOD HOPE).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE"

On or about 25th May.

For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.

Hongkong, 4th May, 1912.

[665]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour Board has divided into Four Sections commencing from Green Island. Vessels anchoring nearest Howloon are marked "4", nearest Hongkong "3", midway between Hongkong and Howloon "2", and those vessels berthed at the Howloon Wharf "1", together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON	GLIMPSE	Brit. str.	1	W. L. Hartnell	SHAW, TOMES & Co.	To-day.
LONDON, VIA USUAL PORTS OF CALL.	ORIENTAL	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	1	C. R. Longden B.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	1	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
LONDON & ANTWERP	GLIMPSE	Brit. str.	1	Jas. McGillivray	SHAW, TOMES & Co.	About 31st inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ABOARDIA	Ger. str.	1	Luening	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE, BREMEN & HAMBURG	C. FRED. LARSEN	Ger. str.	1	Solmer	HAMBURG-AMERICA LINE	On 12th inst.
HAVRE, BREMEN & HAMBURG &c.	STANDIA	Ger. str.	1	Kunzel	HAMBURG-AMERICA LINE	On 7th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	1	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th inst., at D'light.
MARSEILLES, HAMBURG & ANTWERP.	SYTHONIA	Ger. str.	1	Kotze	HAMBURG-AMERICA LINE	On 30th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	ANDALUSIA	Ger. str.	1	F. V. Bismar	MELCHERS & Co.	On 15th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	PRINZ LUDWIG	Jap. str.	1	S. Tominga	OSAKA SHOSEN KAISHA	On 16th inst., at 1 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHANTIE MARU	Jap. str.	1	Dormand	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	INABA MARU	Jap. str.	1	W. Davidson	OSAKA SHOSEN KAISHA	On 28th inst., at 1 P.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	MEXICO MARU	Aus. str.	1	A. J. Stevens	SANDER, WHEELER & Co.	On 1st June, at 6 P.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aus. str.	1	I. Klugkist	SANDER, WHEELER & Co.	About 15th inst.
NEW YORK	E. F. FREDERICK	Aus. str.	1	L. Dawson	THE BANK LINE LIMITED	About 25th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2	W. Tucker	DOUGLAS, LARSEN & Co.	On 11th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2	B. Takeda	DOUGLAS, LARSEN & Co.	On 1st June, at 6 P.M.
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	MONTEAGLE	Brit. str.	2	M. Yagi	DOUGLAS, LARSEN & Co.	On 27th June.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	OSCARO	Brit. str.	2	J. B. v. Damme	DOUGLAS, LARSEN & Co.	On 23rd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	2	E. Mooney	DOUGLAS, LARSEN & Co.	On 14th inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	NILE	Am. str.	2	P. Cole	PACIFIC MAIL S.S. Co.	On 21st inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	MONSIEUR	Brit. str.	2	W. J. Bishop	PACIFIC MAIL S.S. Co.	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	GUTHRIE	Ger. str.	2	W. R. Hickey	BUTTERFIELD & SWIRE	On 18th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Brit. str.	2	Speiser Wilde	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TATIAN	Brit. str.	2	A. Alborn	BUTTERFIELD & SWIRE	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	RASTER	Brit. str.	2	H. Koop	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TOLO	Aus. str.	2	J. M. Hay	BUTTERFIELD & SWIRE	About 30th inst.
YOKOHAMA & KOBE	PERSIA	Aus. str.	2	E. de Catalano	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE VIA SHANGHAI	ITO MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 14th inst., at Noon.
KOBE & YOKOHAMA	ARRATON APCAR	Ger. str.	2		BUTTERFIELD & SWIRE	About 28th inst.
KOBE & YOKOHAMA	PRINZ-SIGISMUND	Jap. str.	2		BUTTERFIELD & SWIRE	To-day, at Noon.
KOBE & YOKOHAMA	NIXON MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 7th June, at Noon.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Dut. str.	2		BUTTERFIELD & SWIRE	Quick despatch.
JAPAN	TITANAS	Brit. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at Noon.
TIENTSIN, VIA TIENTSIN TAI WEI HAI WEI	CHIPSING	Brit. str.	2		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
WEI HAI WEI & TIENTSIN	KWANG	Brit. str.	2		BUTTERFIELD & SWIRE	To-morrow, at Daylight.
CHEFOO & NEWCHOW	BOMBAY MARU	Jap. str.	2		BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI, MOJI & KOBE	DILWARA	Brit. str.	2		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	SYRIA	Brit. str.	2		BUTTERFIELD & SWIRE	About 9th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINHUA	Brit. str.	2		BUTTERFIELD & SWIRE	On 11th inst., at M'night.
SHANGHAI	DUANHA	Brit. str.	2		BUTTERFIELD & SWIRE	On 12th inst., at D'light.
SHANGHAI	AREVI	Brit. str.	2		BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	HANGSANG	Ger. str.	2		BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	GOEBE	Brit. str.	2		BUTTERFIELD & SWIRE	About 1st June.
SHANGHAI, KOBE & MOJI	FOOTING	Brit. str.	2		BUTTERFIELD & SWIRE	On 4th June, at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Ger. str.	2		BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	ALBIA	Ger. str.	2		BUTTERFIELD & SWIRE	On 15th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	Brit. str.	2		BUTTERFIELD & SWIRE	On 12th inst., at Noon.
SHANGHAI	AFRICA	Aus. str.	2		BUTTERFIELD & SWIRE	To-day, at 11 A.M.
SHANGHAI	TIJIKINI	Dut. str.	2		BUTTERFIELD & SWIRE	On 14th inst., at 11 A.M.
FOOCHOW VIA SWATOW & AMOY	KAVU MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 17th inst., at 11 A.M.
ANPING VIA SWATOW & AMOY	SOSU MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
TAMUI VIA SWATOW & AMOY	DADIN MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 11th inst., at 2 P.M.
SWATOW	HAUKING	Brit. str.	2		BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	BAIJONG	Brit. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2		BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA, MANGABIN, ILOILO & CEBU	ZAFIRO	Am. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at 2 P.M.
MANILA	LOONGSANG	Brit. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
MANILA, CEBU & ILOILO	KATONG	Brit. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MANILA	LUCHING	Brit. str.	2		BUTTERFIELD & SWIRE	On 20th inst., at 2 P.M.
MANILA	YUNSHANG	Am. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
MANILA, MANGABIN, ILOILO & CEBU	BURI	Dut. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
BATAVIA, CHERIBON, RAMBARANG, &c.	TIJMAN MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 20th inst., at 2 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	ELAKATA MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	POLICEVERA	Ital. str.	2		BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	HOPKING	Brit. str.	2		BUTTERFIELD & SWIRE	On 20th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	GEORGEY APCAR	Brit. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	FULITALA	Brit. str.	2		BUTTERFIELD & SWIRE	On 18th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
KUPAT & SANDAKAN	BOHEMO	Ger. str.	2		BUTTERFIELD & SWIRE	On 18th inst.
KALIPHONG	SIRHAN	Brit. str.	2		BUTTERFIELD & SWIRE	On 15th inst.
KWANG CHOW WANG & HAI PHONG	SI-KIANG	Frn. str.	2		BUTTERFIELD & SWIRE	On 18th inst.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

*SINGAPORE, PENANG & CALCUTTA "HOPSANG" Wed., 8th May, 3 P.M.
*TIENTSIN VIA TIENTSIN TAI WEI HAI WEI "CHIPSING" Thursday, 9th May, Noon.
*WEI HAI WEI "LOONGSANG" Saturday, 11th May, 2 P.M.
*SHANGHAI "HANGSANG" Sunday, 12th May, D'light.
*SHANGHAI "YUNSHANG" Saturday, 13th May, 2 P.M.
*SHANGHAI, KOBE & MOJI "FOOKSANG" Sunday, 19th May, D'light

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for

Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo

and Nanchow.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

HONGKONG, 8th May, 1912. GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA" 5,257 tons, Captain W. W. Tucker, will be despatched

for YOKOHAMA and KOBE on 17th May, at Noon, taking Cargo and Passengers

at Current Rates. To be followed on 1st June, by S.S. "MUTTRA" 4,644 tons, Captain

H. Carey.

WESTWARD.

The S.S. "FULITALA" will leave Hongkong for SINGAPORE, PENANG

and RANGOON on 14th May, at Noon, followed by the S.S. "FAZILKA" on 28th

May, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are

fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

HONGKONG, 8th May, 1912. AGENTS. [297]

"SHIRE" LINE OF STEAMERS,

LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STRAMERS DATE OF DEPARTURE

LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" On 19th May.

SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" About 1st June.

LONDON & ANTWERP "DENBIGHSHIRE" About 15th June.

These Steamers have superior accommodation for a limited number of First Class

Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

HONGKONG, 27th April, 1912. AGENTS. [59]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"GREGORY APCAR."

Captain J. E. Drake, will be despatched

for the above Ports TO-DAY, the 8th May,

at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 1st May, 1912. [649]

THE Steamship

"GLENFARG."

Captain W. L. Hartnell, will be despatched

for LONDON TO-DAY, the 8th May.

This Steamer has excellent accommodation

for 20 First Class Passengers.

SALOON FARE £35.

For Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 6th May, 1912. [571]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWABA."

Captain W. J. Bishop, will be despatched

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, SYRIA AND YOKOHAMA	DEVANHA Capt. E. A. Peters	Daylight, 9th May.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 9th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon, 11th May.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PEI, TANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN Capt. C. E. Longden, R.N.R.	About 15th May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHWANG	KWANGSE	On 8th May, 4 P.M.
HAIPHONG	SINGAN	On 9th May, 11 A.M.
SHANGHAI	CHINHUA	On 9th May, 4 P.M.
SHANGHAI	ANHUI	On 11th May, 11 P.M.
MANILA, CEBU and ILOILO	KAIFONG	On 14th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	DAIYUAN	On 14th May, 4 P.M.
WEIHAIWEI and TIENTSIN	HUICHOW	On 18th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, (uncertain) THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	GUTHRIE	On 11th May, 4 P.M.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Airships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS. [8-608]

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	29th May.
S.S. SEGOVIA	6th June.
S.S. SILESIA	20th June.
S.S. FURST BUELOW	27th June.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG: S.S. C. FERD. LARSEN 12th May.	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. ARCADIA 27th May.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. SITHONIA 30th May.	FOR HAVRE, BREMEN & HAMBURG: S.S. SCANDIA 5th June.
FOR MARSEILLES, HAMBURG & ANTWERP: S.S. ANDALUSIA 13th June.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th May, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 22nd June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Parnmore	FRIDAY, 10th May, at 11 A.M.
"HAITAN"	Capt. J. S. Beach	TUESDAY, 14th May, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 17th May, at 11 A.M.

For **SWATOW** AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 8th May, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT.

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 8th May, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 16th May, at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Woollens and Fur. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 8th May, at Noon.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 12th May, at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 15th May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,
MANAGER

712-7

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

WEDNESDAY, 8th MAY, 1912.

8 a.m. "HONAM"
10 p.m. "KINSHAN."8 a.m. "HEUNGSHAN"
5 p.m. "FATSHAN."

THURSDAY, 9th MAY, 1912.

8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN."8 a.m. "HONAM"
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departures from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "GAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

[143]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	NOON, SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
ORIENTAL ...	5284	May	11	MALWA	11000	June 8	June 14
DEVANHA ...	8000	May	25	CHINA	8000	June 22	June 28
DELTA	8000	June	8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June	22	MOREA	11000	July 20	July 26
ASSAYE	7500	July	6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON 27.10 SINGLE, £16.14 RETURN.

2nd " 23.10 " 12.12 " "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

		HONGKONG		LONDON	
	Tonnage	about		about	
PALAWAN	5000	May	15	June	29
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10
SIMLA	6000	July	10	August	24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON 25.50 SINGLE, £22.10 RETURN.

2nd " 23.10 " 12.12 " "

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

1086

SWEDISH EAST ASIATIC

CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9000	On 20th May

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
TOKO BUILDINGS, TOP FLOOR.

401